

## **Addendum – Urgent Item 2: Completion and Submission of the Council’s business case to the Future High Street Fund**

- 1.0 Since the publication of the report points of clarification have been raised:
1. Paragraph 3.23 refers to figures based on previous estimates. The total amount that will be applied for, based on current figures, is £14.96m as set out in the table in 3.24, which is 72% of the programme profile.
  2. Paragraph 3.23 notes the allocation for the confidential sites. The proportion for the confidential sites is 56%. For clarity, the confidential sites consist of two elements, with a less complex and lower risk phase 1 that can be brought forward independently of the more complex/ more transformational phase 2. The allocation for the element with higher risk is c. 45%.
- 2.0 In addition, Officers have received an email from Steph Kerr, shared with Members, that sets out a number of concerns. On the points raised on specific elements of the bid Officers would respond as follows:

### *Committee Report*

- 2.1 Stakeholder Engagement
- Stakeholder engagement has taken place with a range of stakeholders in preparing the business case. Whilst the submission has not been able to take on board all the suggestions that have arisen from the engagement, they do broadly align with the input received. Specifically, stakeholder events took place in November 2019 and February 2020. A number of town centre stakeholders attended either or both of the workshops. These included:
- BID Leamington
  - Leamington Society
  - Leamington Town Council
  - Warwickshire County Council
  - Coventry and Warwickshire LEP
  - Wareing and Co
  - University of Warwick
  - ARC
  - Leamington Old Town Traders
  - Royal Priors
  - Leamington Chamber of Commerce
- 2.2 It has not been possible to undertake detailed engagement and consultation on the detail of the proposals – including the sustainable transport/cycling projects. For this reason, the Portfolio Holder has committed to further engagement with stakeholders in event that the submission to FHSF is successful.

### *The Cycling element*

- 2.3. The cycling element has been developed with the County Council to address concerns around connectivity through sustainable interventions. It will provide safe, joined up town centre routes that bring added value to planning investment at Station Forecourt, K2L and the Warwick-Leamington cycling corridor.

- 2.4. Modelling undertaken by the County Council on the 'potential for cycling' within the town centre, based on the Department for Transport's Propensity to Cycle Tool has indicated that there are significant benefits from investment in cycling. This is based on the 'Go Dutch' scenario, described as:

*"The purpose of the route allocation is to see on which routes the most provision might be necessary as cycling grows rather than to show where people currently cycle. We recognise that many people currently choose longer routes to avoid busy roads. But for cycling to reach its potential safe direct routes are needed. The Route Network layer is therefore intended to show where (on which routes) investment is most needed rather than where people currently cycle."*

- 2.5 The model is based on the most recent census (2011) and does not take into account additional pressures from recent developments. However it has indicated an increase in cycling within the town centre of 21% in addition to wider benefits (air quality, reduction in sick days etc).
- 2.6 This modelling is based on indicative designs from Sustrans which will require future consultation (see below).
- 2.7 Officers acknowledge the concerns around the cycling element. In response the project is being reviewed with an aim to:
- Delay the start of the project until April 2022 to provide a gap between the impact of Covid-19 and enable more engagement to take place.
  - The purpose of this engagement will be to develop a 'sustainable travel network' for the town centre with local stakeholders to identify the best strategic approach to town centre connectivity, linked to other planned investment. Future High Streets Funding will be used to deliver the outcomes of this engagement including up to 5.5km of cycle routes. The network will focus on multi-modal space/ use and routes in the town centre. Funding will not be available for specific transport options (e.g. electric buses, bike hire schemes etc). It is anticipated that these will be addressed by other projects which the network may inform.

#### *Confidential Sites*

- 2.8 The confidential sites are being brought forward in line with aspirations and needs that underpin the Creative Quarter. It is anticipated that they will be delivered with the Council's partner for the Creative Quarter who were procured via an OJEU compliant process. The sites are within the Creative Quarter 'red line'.
- 2.9 While the balance of the programme may feel unduly weighted to these elements this does reflect their transformative potential. Funding has not been reallocated from other projects to support these elements.